

DEPARTMENT OF TRANSPORTATION

DIVISION OF ENGINEERING SERVICES

Office of Structural Materials

Quality Assurance and Source Inspection



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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.12**DAILY PROJECT JOURNAL****Prime Contractor:** American Bridge/Fluor Enterprises, a JV**Report No:** DPJ-000536**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 05-Dec-2007**Location:** Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** / **HSR's:** / **NCR's:** /

Item	Title	Detail
1	Other important observations	Shop floor walkthrough at around 13:00.

OBG Deck Mock-Up: ZPMC finished drilling the bolted holes on the closed ribs of the 13 meter deck panel using magnetic driller. The interior splice plate had been used as the template. ZPMC was assembling the interior and exterior splice plates to the closed ribs with drift pins and temporary bolts. After discussions with ZPMC QC, it was understood that the misalignment of closed ribs before bolt splice assembly was 2 mm. I checked with CT QA inspector, and was told that the maximum misalignment of the closed ribs was 2 mm.

OBG Bottom and Side Plate: ZPMC continued preparing W-shapes and T-stiffeners for the bottom / side plate fabrication. ZPMC continued assembling and tack welding T-stiffeners to the bottom / side plate. ZPMC continued welding T-stiffeners to the bottom / side plate using Gantry welder with the new procedure. After discussions with ZPMC QC, it was understood that the weld quality was improved with using the new procedure.

OBG Floorbeam: ZPMC was welding welded floorbeam parts FL1-2 and FL1-3 with floorbeam parts FL1-1. It was observed that counterweights were being put on the welded pieces FL1-2 and FL1-3 to control the welding caused distortion. ZPMC was performing heat straightening of welded floorbeam parts FL1-2 and FL1-3 by putting counterweight on the piece FL1-2.

Tower 114m Mock-Up: ZPMC finished the assembly and tack welding of the lower section of the Mock-Up. ZPMC was fitting up skin plates A, E and B with diaphragms of the upper section.

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| 2 | Other important observations | <ol style="list-style-type: none">1. Worked with Caltrans Mr. Peter Dautermann on the SMR report of data analysis of the OBG Closed Rib weld trial #2 in order to determine if a correlation exists between welding variables and overlap location.
2. Checked ASTM and AWS D1.5 standard specifications for the requirements on maximum Carbon Equivalency for HPS 485W material.
3. Drafted Closed Rib Weld Trial Macroetch Acceptance Criteria based on Special Provisions and AWS D1.5. |
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Inspected By: Liu,Chengwen

Quality Assurance Inspector

Reviewed By: Lowry,Patrick

QA Reviewer
